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AROUND THE LAKES.

CLEVELAND.

Captain Sam Parsons of Buffalo was in the city yesterday.

The schooner G. C. King is being unloaded at the N. Y. P. & O. R. R. Company's iron ore dock.

Captain George McCloud will be in Cleveland about the 1st of Feburary to inspect vessels for Lloyd's register for 1884.

Captain C. Graves has sold his one third interest in the schooner J. S. Richards, to G. Berriman of Erie, for $1,600 cash.

T. E. Wilson, sub-marine diver, has purchased the brig Niagara, Commodore Perry's flag ship, sunk in Misery Bay in 1814. He will raise her and bring her to Cleveland in the spring.

W. J. Miller, shipbuilder, is putting a new deck and doing necessary repairs to the schooner Richard Winslow, and new floor, ceiling, and some repairs to the steam barge Cormorant.

The Cleveland Transportation Company's steambarges Havana, Sparta and Vienna are having their engines and boilers overhauled and necessary repairs made by the Globe Iron Works Company.

Captain Alex. McDougall of Duluth is stopping in the city for a few days. He intends to go east next week. He has a number of models at Captain Thomas Wilson's office which are attracting much attention.

The fishing tug Helene was the first to break open the river on the afternoon of the 13th inst., the James Amadius soon following suit. After backing and filling for about three hours both returned to their respective docks, the Amadius starting again on Tuesday morning. She succeeded in breaking the ice sufficiently to take the Baldwin out of Smith's drydock and wind her around, puling her in again.

The schooner Zack Chandler was sold on Wednesday by M. S. Johnson to Captain Carlton Graves, who purchased nine sixteenths and Warner & Becker seven sixteenths, the consideration being $12,000, the purchasers to have the benefit of the insurance against fire of $7,000 upon her hull sails and gear, also the benefit of the insurance for particular average upon damages done to the schooner last fall, which will cost about $3,000. Captain Graves will sail the Zack Chandler next season.

The Chamberlin dock near the foot of Superior street, and which extends 300 feet along the river front, will be entirely rebuilt at once by C. H. Strong & Son, contractors and builders, who will also rebuild the freight house by raising the roof, putting up a new front and putting in new floors. The freight house has a frontage along the Chamberlin dock of 205 feet and runs back 80 feet in depth to River street, and when rebuilt will be one of the largest and best freight houses in this city.

Captain Morley has purchased the still water scene on a July night off Cleveland harbor in pastel with mosaic lights with Cleveland harbor and city lights in the back ground, making it very realistic. This is the third picture with mosais lights ever made here by our celebrated marine artist V. E. Nickerson. Mr. J. H. Smith, superintendent of the Globe Iron Shipyard is the fortunate owner of the duplicate of the above.

The following is a correct statement of the work done during the season of 1883 by the vessels comprising the very fine fleet of the Cleveland Transportation Company, of which company Captain George McKay is the general manager. The steambarge Sparta, Captain W. W. Morse, with her towbarges Sumatra, Captain W. W. Russell, and Genoa, Captain R. Jeffreys, made eight round trips, traveled 13,195 miles and carried 36,176 tons of coal and iron ore. The steambarge Havana, Captain H. McEachrean, with her towbarge Helena, Captain Thomas Armstrong, made eight round trips, traveled 14,938 miles and carried 39,829 tons of coal and iron ore. The steambarge Vienna, Captain B. Jones, with her towbarge Verona, Captain W. C. Goodsell, made eight round trips, traveled 15,281 miles and carried 35,033 tons of coal and iron ore. The Cleveland Transportation Company has made the following appointments for the season of 1884: Steambarge Sparta, Captain B. Jones; steambarge Havana, Captain H. McEachrean; steambarge Vienna, Captain W. W. Cummings; barge Sumatra, Captain W. W. Russell; barge Genoa, Captain J. W. Nicholson; barge Helena, Captain Thomas Armstrong; barge Verona, Captain W. C. Goodsell.

The marine engineers, who are confined through the season of navigation to the limits of their engine room, believe in taking full measure of enjoyment during the winter months, and, in keeping with this tradition they last Thursday evening gave their third annual ball at Warmingtons Hall, which for hearty pleasure and good-fellowship has not been surpassed by any party of the season. The management were tireless in their efforts to see that everyone was fully entertained. We take pleasure in noting that these gentlemen of the lakes are quite as skilful in conducting their fair consorts through the intricate quadrille and the enticing whirl of the waltz as they are in managing the powerful and shapely engines that drive the freighted hulls over the lakes. About sixty couples sat down to supper, which was served by E. Heyse in profusion and elegance, after which dancing was continued into the morning hours, under the inspiring music of Blondin's band. Following are the officers, who deserve much credit for the happy occasion. E. W. Prince, J. T. Mead, Q. Miller, business committee; Wm. Kennedy, John Smith, J. D. Kirby, reception committee; M. A. Lloyd, James Chase, John Roach, supper committee; J. T. Mead sergeant at arms; O. N. Steele, John Aiken, floor directors; John Thomson, M. A. Lloyd, Wm. Blitz, P. H. Doyle, floor managers.

CHICAGO.

Special to the Marine Record.

The Goodrich Transportation Company's propeller Depere, arrived at Chicago on Thursday and other west shore ports with a general cargo.

Three vessels, with a capacity of 151,000 bushels, were engaged Thursday for corn at 5c, which includes, storage and freight to Buffalo.

The overcrowded condition of the elevators and the growing scarcity of storage rooms is having a tendency to make interior parties who have the corn to bring forward reluctant about selling, fearing that it might be impossible for them to get the grain into store. This is particularly appliable to corn.

The Chicago elevators are being relieved, charters having been made for vessels to load 160,000 bushels of corn. The schooner D. E. Bailey for 45,000 bushels, and the schooner George, for 60,000 bushels were engaged on the 19th. The freight including winter storage is 5 cents.

Another conference of tug owners was held on the 17th, Captain J. A. Crawford presiding, the subject under discussion being the use of hard coal by the tugs in order to comply with the city ordinance against the smoke nuisance. Messrs. Crosby and Meeker were present to represent the hard-coal dealers. As a rule the speakers offered objections to hard coal on the tugs, urging that the cost was much greater than that of the soft coal now used; that steam could not be so quickly raised as with soft coal, and that the furnaces would have to be reconstructed to obtain a sufficient draft. Mr. Dunham, of Dunham's line of tugs, favored hard coal—the uniform use of hard coal by all the tugs—and said the objections offered were very weak. He said the city waterworks had tested the hard coal, and found that the increase in cost over the soft coal was only 13 per cent. Four of the tugs burned hard coal most of last season, with most satisfactory results. He closed by predicting that in time the tug owners would be compelled to adopt hard coal as fuel, for there was no smoke consuming appliance small enough for practical use on tugs, and popular opinion would not submit to the smoke nuisance forever. W[illegible] agreement on the issue, the [illegible] journed.

The arguments on the motio[illegible] liminary injunctions in the ca[illegible] of Frank and Alice Perew against the Chicago and Evanston Company to restrain the building of a railroad bridge across the Chicago river north of Kinzie street bridge were concluded Wednesday before Judge Drummond in the United States Circuit Court. After the arguments were concluded Judge Drummond announced that he would allow the complainants to add to their bill any further averments that they might be able to do showing a special injury done to them by the building of the proposed bridge, or he would examine their bill as it stood so far as that particular was concerned, assuming that a special injury would be done them. Then so far as the merits were concerned he would say that he should require the Chicago and Evanston Railroad Company to lay before the court a plan of the bridge which they proposed to build and designate the place at which they proposed to build it, and in the meantime to refrain from any action toward building the bridge. Then the question would arise: First. Whether the railroad company had the power to build any bridge, and, second, whether the court would allow them to build that bridge at that place.

Judge Drummond on Wednesday began the hearing of a motion for preliminary injunction in the case of the Goodrich Transportation Company against the Peshtigo Company and the City of Chicago. This was a bill filed last summer to restrain the Peshtigo Company from mooring their vessels in the slip of the Illinois Central Railroad bridge where they have a deck for their lumber business. The Goodrich Company complains that by the mooring of the vessels by the Peshtigo Company at their dock the north passage of the bridge is rendered impassible. As the city of Chicago has failed in its duty to prevent the obstruction the Federal Court is asked to declare the obstruction of the north passage a public nuisance and an obstruction to the general navigation of the river and a violation of the laws of the United States, and to perpetually enjoin the Peshtigo Company from mooring their vessels in future at their dock in such a manner as to obstruct the north passage of the bridge. Since the filing of the bill the Peshtigo Company has gone on mooring its vessels at the dock as before. The complainants therefore applied to Judge Drummond yesterday for a preliminary injunction. Mr. William C. Asay appeared for the Goodrich Company and read a number of affidavits of vessel owners and mariners to show that the lumber barges of the Peshtigo Company obstructed the north passage. For the defense Mr. S. C. Judd read affidavits to show that only some of the large lumber barges obstructed the north passage, and that even then the only vessels obstructed were the three side-wheel steamers of the Goodrich Company. Also that to prevent the mooring of the Peshtigo Company's barges at the north passage would render the dock useless. The main question is similar to that which arose in the Escanaba Transportation Company's case in regard to the bridge ordinance, viz: as to the jurisdiction of the Federal Courts over the Chicago river, on the ground that Congress has legislated with regard to the free navigation of the river. Another question is as to whether, if the Federal Court takes jurisdiction, the complainants can show such special damage as to entitle them to injunction. The arguments were concluded on Friday. As already stated, this was a bill filed to restrain the Peshtigo Company from obstructing the north passage of the Illinois Central Railroad bridge by mooring their barges to their dock, which forms the north boundary of the passage. The complainants filed their bill because the Chicago river was a navigable stream, on which the government had axpended so much money that an obstruction like the present might be considered an interference with a right which had been given by Congress. They also contended that the ordinance of 1787 in regard to navigable streams flowing into the St. Lawrence was in force in this State, and that the acts of Congress of 1822 and 1827, making the Illinois and Michigan Canal a public highway forever, were violated by this obstruction at the mouth of the Chicago river, which is the outlet of the canal. Judge Drummond declined, as at present advised, to issue an injunction, because it was so doubtful if the Court had jurisdiction, because Congress had never legislated as to the Chicago river, and because the Goodrich Transportation Company and the Peshtigo Company were both citizens of the State of Wisconsin, and not of different States, while the city of Chicago was only a nominal defendant, and the Illinois Central Railroad Company, which built the bridge, was not a party at all. Also, as there was no exigency requiring an injunction, as navigation would not open for some time. In the meantime, if the plaintiffs chose to go on and prepare their case for a final hearing they might do so, when the question could be decided. It is probable that another and similar bill will be filed shortly in the name of Albert E. Goodrich, as a citizen of the State of Illinois.

DETROIT.

Special to the Marine Record.

DETROIT, January 22.

Captain James F. Snow, of Cheboygan, and Captain John Sweeney, of Vermillion, Ohio, are late marine arrivals at Detroit.

[*Continued on 4:h page*].

MARINE LAW.

SALVAGE.

United States District Court, Philadelphia

Libel dismissed.—On the 24th of December Judge Butler in the United States District Court, Philadelphia, dismissed the libel of James Shuvilen, the owner of the canal barge Henry S. Pence, which had been filed against the sloop Sally, of Camden. On July 17, 1883, the barge, with a load of stone, was proceeding up Woodbury Creek, New Jersey, when she was met by the Sally, with a load of market truck. A collision ensued and the barge was sunk. The damages incurred by the owner of the barge amounted to about $500; the sloop was damaged to the extent of $50. The weather at the time was close, the tide about one-third flood and a brisk wind blowing from about SW. The barge was floating up the creek with the tide and the master was pooleng her when necessary. After the barge had turned the second reach, she was thrown across the creek by a gust of wind and was unmanageable for several minutes. While thus situated, the sloop came down the creek, and, as the libellant alleges, struck the barge before she could have an opportunity to straighten out. It was the duty, he claimed, for the sloop to have waited in the reach above, and not to have attempted to come around the bend. The answer to this was, there was but one man on board the barge. This man paid no attention to a warning of the approach of the sloop. As soon as the respondent saw the barge's situation he tried to go under the barge's stern, expecting that the barge would allow her stern to drift up and permit the sloop to pass. But instead of doing this, the man on the barge held her stern with his pole, making a collision inevitable.

Judge Butler, in dismissing the libel, said:—"The libel must be dismissed. Whether the barge was sufficiently manned, and if not, whether this had anything to do with the result, need not be considered. Her position in the creek, barring the channel, was improper and inexcusable. Her bow appears to have been interfered with by rubbish at the side of the stream and her stern swung around under the influence of the tide. I do not think that the wind had anything to do with it. Whether it had or not does not seem, however, material. Her stern would have gone completely around if her master had not prevented it. Desiring to right his boat, he held her stern against the tide with his pole. This was proper at the time he commenced it, and doubtless would have soon relieved her bow and turned it up stream. His mistake, however, was in continuing it after the sloop came into view. Had he reversed his pole and added his strength to the force of the tide, he would have opened the channel before the sloop reached him. As it was his duty to do this, the sloop was justified in supposing he would, and in going forward. Seeing that he still held his boat across the stream, he was cautioned to let her stern go and every proper effort was made to arrest the sloop's headway. He persisted in his own folly and was struck. That the accident occurred in this way seems very clear from the evidence on both sides. Directly after the master of the barge repeatedly admitted his fault and exonerated the sloop. A decree must be entered dismissing the libel, with costs."

DOUBLE CLAIMANT'S OF SALVAGE.

United States District Court, Philadelphia.

Judge Butler in the United States District Court at Philadelphia, on the 24th of December, decided a salvage claim of $1200 in favor of Edward H. McDonald, the master of the steam tug Storm King, of Boston.

On the morning of June 15, 1883, the Storm King was at sea, having in tow the new ship Mary L. Cushing, the tug having been under contract to tow the ship from Boston to Philadelphia. When off Barnegate Light, the master of the tug sighted a schooner in distress, about 10 miles distant. The schooner proved to be the Ephraim and Anna, of Philadelphia; she had been abandoned, was leaking with three and a half feet of water in the hold, and had on board a cargo of soft coal. The tug took possession of the derelict, fastened her to the stern of the Cushing and brought her to Philadelphia. At the time the service was performed the sea was calm. On arriving at Philadelphia, both the tug and Captain L. W. Brown, the master of the Cushing, laid claim to salvage, and by agreement of the parties, the owners of the Ephraim and Anna paid $1200 salvage into Court to await its decision as to which of the claimants was entitled to the money.

Messrs. Tilton and Flanders, counsels for the Cushing, argued: The ship was entitled to the exclusive services of the tug during the time necessary to perform it. Any engagement in any other service during such time without the consent of the tow would be a breach of the contract of towage. It was by virtue of the towage contract alone that the tug was brought into proximity with the abandoned schooner. She could not go to the relief without the permission of the tow. By giving such permission the ship forfeited her insurance, delayed her voyage and took the risk of a change of weather. In decreeing salvage a court always allows for loss of insurance. Being in the employment of the ship, if the tug did something *ab extra* by the ship's permission, it must be held to insure to the benefit of the employer. A sailor is in the employment of a ship; he renders a salvage service, but the ship is considered the salvor, and any one who takes part in a salvage service participates in the award.

Morton P. Henry, Esq., for the Storm King:—The tug is not the servant of the tow; the relation of master and servant does not exist. When a tug undertakes to tow a vessel, each vessel in its own way is liable for the acts of its servants and not one for the other—the ship, if its servants, and the tug if its servants are in fault. The claim of a ship in tow to participate in salvage cannot be greater than the cargo she has on board, and it is settled that cargo does not participate in salvage. The pretence of the master of the Cushing that he was consulted is denied by the master of the tug. It is not a deviation to rescue a vessel in distress, but when it was found that the schooner was abandoned, the tug, in taking her in tow, to save property, not life, did deviate and become liable as an insurer for such deviation. The whole delay could not have exceeded a few hours. She arrived at Philadelphia the next morning. If this was an unreasonable delay, it is a breach of the towage contract, for which the tow boat would be liable, and might be set off against the towage bill, but it cannot be claimed as salvage.

Judge Butler's decision is as follows:—"At the commencement of these proceedings the Mary L. Cushing claims the entire amount of salvage earned. Regarding the Storm King as her servant, she asserted a right to compensation for what the vessel had done in saving the schooner. On the argument this position was abandoned, and a claim made for compensation for her own, the Cushing's services, or participation, in saving the property.

In the judgement of the Court she did not render any service, nor participate in any material respect in what was done. It was not in her power to save the property or to render material aid in saving it. Whether she assented to the Storm King's acts is unimportant. It is quite clear that the latter vessel proceeded upon her own motion and judgement, and by her own motive power, appliances and crew, saved the property. That it was not only the right, but the duty of this vessel to go to the schooner's rescue, I do not doubt. Doing so did not subject the Cushing to any risk. The weather was fine, the sea calm, and the schooner close by. To disregard the signal of distress under the circumstances would have been inhuman and reprehensible. Human life might have been involved and in peril. The deviation from her course was slight as to be immaterial in view of exacting conditions. If the Cushing desired to avoid this deviation, she had but to let go the Storm King's hawser, as requested at the time. Her permission to allow the schooner line to be attached to her, is of no consequence. It could as well have been attached to the Storm King. The entire merit of the rescue and all the services performed in effecting it, were the Storm King's and she therefore alone is entitled to compensation. A decree will be entered accordingly."—*Maritime Register.*

Now the Germanic, another steamship of the White Star Line, is at sea with a broken shaft. Sombody has evidently been palming off some poor metal on the White Star people.

GENERAL NEWS.

The coal output in the Wyoming, (Pa.) district has increased 33 per cent. in three years.

The society of civil engineers, in session at New York, elected Dan. J. Whittemore President.

Work in the Cape Cod ship canal is progressing slowly. The dredging machine has already dug a hole over 175 feet long by 110 feet wide and 15 feet deep.

The scheme having been approved by the Austrian Minister of Commerce, a new monthly line of steamships between Trieste and New York will begin its trips on the 1st of February.

Mr. Cox introduced in the House of Representatives, on January 8, a bill to authorize the purchase of foreign built ships by citizens of the United States, for use in the foreign carrying trade and for free ship material.

A ratchet drill has been patented by Mr. Richard Stephens, of Negaunee, Mich. The invention covers a double acting ratchet brace, with two handles, so that almost a continuous movement can be imparted to the drill, and the same brace may be driven by either the simultaneous or alternating movement,

Large quantities of hay are shipped yearly from Quebec Province to the States. For years past the American customs have collected 10 per cent. more duty than entitled to, leading some time ago, to the organization of a hay shippers' association. The association claim that over $1,000,000 has been thus illegally collected, and a delegation are in Ottawa to lay the matter before the government, requesting that it will form the subject of international correspondence.

On the day before the White Star steamer Celtic sailed the captain dined with a friend, and during the course of the conversation boasted of the regularity of his trips, stating that during the past seven years he had been delayed less than any one train running between New York and San Francisco. The Celtic has rescued more shipwrecked crews at sea than any one steamer plying between New York, and Liverpool, Captain Gleadell having already been awarded two medals.

It is reported that John Roach is pushing the detail drawings for the new cruisers, and is charging it up to the Government. The other contractors are grumbling because they say he was allowed to bid with the understanding he could make the drawings in his own shop, while they had no such arrangement, and had to go into competition at a disadvantage. Roach can make the difference in the prices of the ships in the preparation of his detail drawings, they say, and no one will be the wiser. It is estimated that he will draw about $20,000 for this work by his competitors. Work is being pushed only on the three smaller vessels, it is said, for fear Congress may not complete the appropriation.

The Canada Shipbuilding Company, limited (Beaver Line), have recently contracted with Messrs. James and George Thomson, Clyde Bank, Glasgow, for a fine new steamer of 5,000 tons, as an addition to their fleet trading between Liverpool, Quebec and Montreal. Her dimensions will be: Length, 400 feet; breadth, 44 feet; depth, 33 feet 4 inches. Her engines are to indicate 3,700 horse power, and she will have two double-ended boilers 18 feet in diameter, to carry a pressure of 90 pounds. The strength of the hull will in many respects to be much above the requirement of Lloyds. She will have accommodation for a number of saloon and about 1,200 steerage passengers and will be fitted out with all the latest improvements to ensure their comfort, particular regard to be paid to ventilation.

The Metropolitan Industrial League on the 17th appointed a committee on national legislation to meet at Washington on the 23d inst., to wait upon the Shipping, Ways and Means, and Postoffice and Post Road committees of the House of Representatives, and Finance and Commerce committees of the Senate, to oppose legislation in favor of free ships or free materials for shipbuilding, and advocate only such policy as will revive American shipping in the foreign trade, and in vessels built, owned, manned and officered by American citizens. The committee was instructed to advocate the repeal or all internal revenue taxes and such readjustment of the tariff of 1883 as would give sufficient protection to American labor engaged in the production and manufacture of worsted goods, tin plate, cotton ties, wire rods, burlaps, etc.

The American Shipbuilding Co, launched from their works at Philadelphia, on January 12th, an iron sailing vessel, the largest one ever built in this country, named the Clarence S. Bement. The dimensions of this new vessel are: Length, 285 feet; breadth, 42 feet; depth of hold, 24 feet 7 inches; net register tonnage, 1,900; dead weight capacity on 83 feet draught, 3,560 tons; on 22 feet draft, 3,260 tons. She is ship rigged, iron lower masts and bowsprit, iron lower and lower topsail yards, double topsail and topgallant yards and has three skysails. Length of mainyard, 95 feet; area of canvas, 42,000 square feet; steam cargo and anchor gear. She is to be commanded by Captain B. B. Townsend. The owners are Messrs. Jacob E. Ridgway, Clarence S. Bement and Captain B. B. Townsend, of Philadelphia. The vessel will load at Phiadelphia for a China port.

BOOK NOTICES.

HARPER'S MAGAZINE for February is a strong number in both its artistic and literary features. The two serial novels William Black's "Judith Shakespeare," and the Rev. E. P. Roe's "Nature's Serial Story," have a commanding interest. The frontispiece engraving from Abbey's drawing, "The Bible Reading," is an illustration for Black's novel; and both Dielman and Gibson have done their best work for "Nature's Serial Story."

The opening paper of the number, by Joseph Hatton, is a description of the upper Thames, accompanied by ten very beautiful and picturesque illustrations from drawings by E. A. Abbey and Alfred Parsons. Miss Woolson concludes her very interesting article "At Mentone," which is profusely and beautifully illustrated. Mr. C. H. Farnham, one of our best magazinists, contributes a paper entitled "A Winter in Canada," a close study of Canadian country life, with graphic illustrations. Colonel Higginson's "American History" series has passed beyond the revolutionary period, and in this month's paper he traces the beginnings of our national life. The article deals also with some interesting phases of social life in New York and Philadelphia during Washington's administration. One of the illustrations is a fine full-page portrait of Alexander Hamilton, engraved by Butler. E. Mason contributes a paper on the old Dutch master, Jacob Ruysdael, which contains also an excellent engraving of one of his characteristic paintings. Recent work in Terra Cotta is the subject of a good article by Alexander F. Oakey, illustrated from drawings by the author. Julian Hawthorne contributes a strong dramatic story, entitled "David Poindexter's Disappearance;" and a shorter story—a New England sketch—of a more humorous character, "The Topham Meadow Lot," is contributed by Sophia Swett. "Glimpses of Emerson," by Mrs. James T. Fields, is full of matter which will be of interest to every reader of the magazine in America and England. The late Dr. J. Marion Sims is the author of a dramatic sketch of revolutionary times, entitled "Lydia Mackey and Colonel Tarleton," and the Rev. Chas F. Thwing contributes a timely paper on "The National Government and Education." The editorial departments are well sustained, as usual, and full of entertainment and instruction.

ST. NICHOLAS for Februry is a bright, crisp, and cheerful mid-winter number, and the seasonable frontispiece—an original wood engraving by Elbridge Kingsley—is called "A Midwinter Night." Accompanying the frontispiece is a paper entitled "An Engraver on Wheels," which gives a pleasant and instructive account of wood engraving in general, and in particular, of Mr. Kingsley's peculiar methods of work, and of his peripatetic studio, a veritable house on wheels, in which he lives, eats, sleeps, and drives about from place to place for months together, transferring to the block and engraving whatever strikes his fancy. Another wintry feature which will find a merry welcome is "The Brownies on Skates," one of Palmer Cox's funnily illustrated poems; "Griselda's Reception" is an amusingly told story of child life; St. Valentine's Day is commemorated with some very pretty verses, which doubtless will be sent to many a little maiden on the Fourteenth; W. O. Stoddard's serial, "Winter Fun," is just as timely and even more entertaining than before. "Historic Boys," a series of sketches by E. S. Brooks, which bids fair to be of unusual interest, begins in this number with Marcus of Rome, the Boy Magistrate," a vividly written account of some incidents in the boy-life

of the Emperor Marcus Aurelieus; Mayne Reid tells in "The Land of Fire" of a thrilling pursuit and escape of its heroes in a manner which explains how that country derived its name; Albert Durer is the subject of one of Mrs. Clement's popular "Art and Artists" papers, which is accompanied by several reproductions of the master's work; while Louisa M. Alcott's second "Spinning-wheel Story." entitled "Tabby's Tablecloth," is a tale of the Revolution and the Rebellion that will be eagerly read by boys and girls alike. A charming poem, called "Drifting," by E. Vinton Blake, is illustrated by Will H. Low; G. E Barnes has done a like office for C. P. Cranch's poem, "Pheaton;" and J. C. Beard and J. M. Nugent have made interesting pictures for a descriptive sketch of the "Pigmy Trees and Miniature Landscapes" of Japan and China, by J. R. Coryell.

LUMBER NOTES.

The total lumber cut at Au Sable and Oscoda this season foots up 203,879,524 feet. The shipments were 182,872,742 feet.

A new and larger engine has been placed in Leist's sawmill, which is expected to furnish all the power needed for the machinery.

The lumbering operations in Maine and the British Provinces will be much smaller this winter than for some years past. The expense of getting out the lumber is becoming greater.

According to the Duluth Tribune, Mr. Ducey, of Muskegon, a lumberman of wide experience and well posted on the details of his trade, thinks Duluth lumbermen have slightly overdone the business, but there is no reason why that city should not be as great a lumbering center as Muskegon.

The Sturgeon Bay Lumber Company has established a banking ground on the shore of the lake, south of the village and north of Whitefish Bay point, and all the logs that are being got out in the neigbhorhood of Cromwell's place are being banked there. This makes the hauling here considerably shorter.

Says the Muskegon News: "One reason why the cut of lumber this year is less than that of last year is owing to the late start made by the mills last spring, and on account of the dullness of the market none of the firms cared to make extra exertions to increase the amount of lumber. It is believed that the cut on Muskegon lake will not vary much from 1882, taken all together, owing to the new mills and the increased capacity. On the north side there has been less lumber cut than last season, but there is more stock carried over. On this side the reverse is the case."

The shipments of lumber to the United Kingdom from the port of Montreal during the season of 1883 was 1,836,886.27 Quebec standard or 50,514,378 feet broad measure. Of this 1,410,073.46 were forwarded by steam and 425,962.36 by sail. In 1882 the shipments amounted to 44,869,125 feet. The shipments from Montreal to River Platte during the season of 1883 were 459,587.19 Quebec standard or 12,638,822 feet. The shipments from Lower St. Lawrence ports were 222,909.5 Quebec standard or 6,130,000 feet. The shipments from Piereville for 1883 were 92,655.17 Quebec standard or 2,648,020 feet.

Haskins & Denomine, at Marble Point, Bad river reservation, have 500,000 feet of splendid logs on their skidways, but none banked for want of snow. Henry Breset, also at Marble Point, has about the same amount of logs on the skidways, and has commenced to haul to his landing. Haskins & Denomine have 1,400,000 feet on skidways at their Bad River camp. Daniel Palmer, at his camp on Potato river has banked on a short haul 500,000 feet. N. Bayfield, has just put in camp on Potato river, and has about 100,000 feet on skids. B. Armstrong has also put in a camp on Bad river, as well as Raymond and McDugall, both camps going in for a million feet. The want of snow has greatly retarded lumbering operations throughout the Ashland district.

EXPORTS OF GRAIN.

A comparative statement of the exports of grain from New York to Europe in 1883 shows that the American steamer is no longer on the ocean in the transatlantic trade; and that the American sailing vessel is there, so to speak, simply in name. Of the 1,190 steam vessels which last year crossed the ocean, carrying 44,205,000 bushels of grain, the United States can lay claim to not a single one, while of the 166 sailing vessel, carrying 4,252,936 bushels, American shipowners are represented by two of the very smallest cargoes, aggregating 25,650 bushels. Of all the nations America is now the last, though in 1880 there were seven nationalities—the Dutch, French, Danish, Portugese, Russian, Spanish, Swedish—which were behind this country in the ocean carrying trade. Great Britain now heads the list in shipments by steamer, her record for the year being 786 vessels and 29,444,910 bushels, while Austria comes first in sailing vessels with a record of fifty-one vessels and 1,408,684 bushels in shipments. Great Britain stands fifth on the list in shipments by sail, but she carried 15,000,000 bushels more than all other nationalities combined by steamer.

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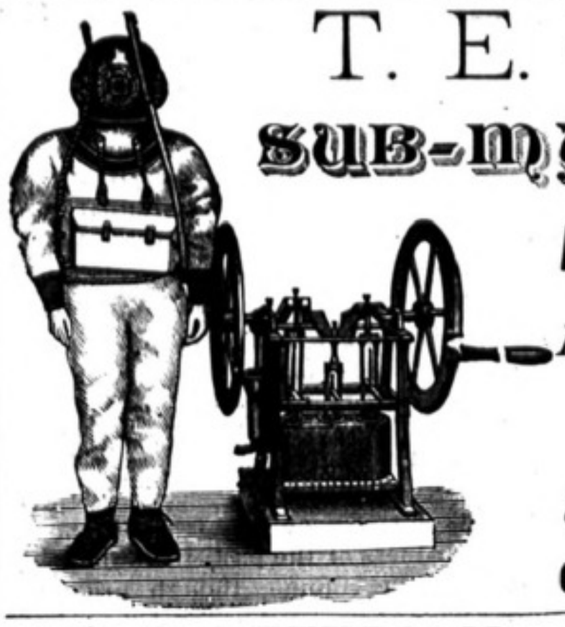

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STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

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Magnetic Lung Protector!

PRICE ONLY $5.

They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY IMVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

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GLOBE IRON WORKS.

SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.

SECOND HAND MARINE BOILER, in good order. Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches; length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 6 inches long, three flues 18 inches diameter; two flues 14 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The Great Central Trunk Route to the Ohio and Mississippi Rivers.

This is the only line making **Direct Connection** with al the principal Trunk Lines of the East for all Southern, Southwestern and Western points, either by way of Cincinnati, Indianapolis or St. Louis and all Railway Towns

MISSOURI, ARKANSAS,
TEXAS, KANSAS,
NEBRASKA, COLORADO
NEW MEXICO, OLD MEXICO
AND THE
PACIFIC COAST.

Equipment New and Comprising all Modern Improvements.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p m, Oil City 12:30 p m, Corry 12:35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACCOMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh. 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10 20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18. 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.	.....	.....	.....
Arr. Valparaiso	9.37 "	.....	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....	.....
" New Haven..	1.35 "	.....	.....	.....
" West Leipsic.	3.45 "	.....	.....	.....
" Arcadia	4.44 "	.....	.....	.....
" Fostoria	4.57 "	.....	.....	.....
" Green Springs	5.44 "	.....	.....	.....
" Bellevue	6.12 "	.....	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....	.....
Arr Cleveland	9.02 "	10.22 "		Accom.
Lv. Cleveland	.....	10.27 "		3.52 p. m
Arr Painesville	.....	11.33 "		5.05 "
" Ashtabula	.....	12 25 p. m.		6.03 "
" Conneaut	.....	1.07 "		6.32 "
" Erie.	.....	2.09 "		.....
" Dunkirk	.....	3.47 "		.....
" Buffalo	.....	5.22 "		.....

GOING WEST.

Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	.....
" Conneaut	2.17 "	.....	Leave
" Ashtabula	2.50 "	.....	6.17a. m.
" Painesville	3.44 "	.....	6.46 "
" Cleveland	4.52 "	.....	7 43 "
Lv Cleveland	4.57 "	6.47 a. m.	8.57 "
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs.	.....	9.44 "	.....
" Fostoria	.....	10.22 "	.....
" Arcadia	.....	10 34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1 52 "	.....
" Valpraiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine

The Marine Record.

Entered according to the laws of the United States at the Post Office at Cleveland as second-class matter.

Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

☞The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

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ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

THE first number of the American Aquatic Magazine has recently made its appearance in the shipping world. It is edited by C. A. Peverilly, assisted by a corps of able writers, and published by Hearne & Co. 178 Broadway New York, at $3.00 per year or 25 cents a number, and is for sale by news dealers.

THERE is in preparation a marine directory of the shipping interests of the lakes. It is the design of the publishers, Messrs. R. L. Polk & Co. of Detroit, to incorporate in it a fund of valuable information for ready reference. It will also contain a list of all the vessels navigating the lakes, alphabetically arrainged, similar to Lloyd's American Register, and will probably be ready for cerculation early in July.

IT is now claimed that the committee on rivers and harbors was not organized when the bill to appropriate money for the improvement of the Mississippi river was reported from it to the House. Many of the members are at a loss to know, there being no organized committee, and no business meeting of the commitee. how this could be done. It is probably a new phase of legislation that will be investigated by a full committee hereafter.

STRONG efforts are being made by parties largely interested in the shipping business, chiefly Canadians, at Kingsville, in Pidgeon Bay, Lake Erie, for the construction of a harbor of refuge at that place. There are various commodities which for many years have been shipped from that immediate locality, such as timber, grain and staves, which, for the want of a safe and convenient harbor, has seriously retarded such a movement, besides which many vessels have been wrecked and many lives lost. If the Canadian Government had expended one half the sum appropriated for Rond Eau, where it was not needed, and where vessels seldom resort, except for cargoes of wood, they would have exercised greater wisdom. With a harbor at the place above contemplated twenty feet of water can be obtained, sufficient for the largest vessels or steamers afloat While on the subject of safe harbors in Canadian waters it might be well to call the attention of that government to a very dangerous point, where a light is much needed and has been for half a century past, and second only to that of Long Point. We refer to Point Abino, some twelve miles distant from Buffalo, on the Canadian shore. A light is much wanted at that place for the guidance of vessels bound for Niagara river or Buffalo harbor. This point extends well out into the lake, abounding with craggy rocks which, in the event of a vessel striking, as was the case of the propeller Mayflower last fall, her fate is sealed to all intents and purposes. The valuation of property lost there in times past would reach far into millions. to say nothing of the loss of life. It is to be hoped that the importance of this undertaking will be urged by the press throughout the lake region.

A NEW DEPARTMENT.

Mr. Dunham, of Chicago, in presenting his bill for a new executive department, a measure which will be found in full in another column of this issue, has certainly struck out boldly and in broad lines. He proposes nothing less than the organization of a Department of Commerce, with its secretary and assistant, of equal importance and nearly equal scope to that of the Interior, State or Treasury, and which is to absorb its jurisdiction from the others now having commercial matters in charge. It is to be charged with the care and supervision of the commercial, manufacturing and mining interests of the country, pretty much all the industries, in fact, except agriculture. The question will naturally arise, why did not the framer of the bill include that also? It would have been an excellent way to dispose of the perennial agitation concerning that department. He evidently did not want to overload his new measure at the outset, and as it will probably receive several additions while passing through the constructive process, the thought was a wise one. As it stands now, the proposed department is to have in hand the execution of all navigation laws, together with those on trade and commerce, both foreign and domestic. Herein is where it most concerns vesselmen, for the bill, as we stated last week, includes all matters pertaining to rivers and harbors, port charges, quarantine, pilotage, tonnage measurement, registry, enrollment, and licensing of vessels. The department is also, under the provisions of the bill, to be given the supervision and control of all the officers and agents appointed to carry such laws into effect. Mr. Dunham's measure stops short of providing divisions in the department, but it is probable that commerce will make one, mining another and manufacturing a third. To that on commerce will be given control of navigation. But conjecture is useless while the matter is in embryo. The other principal features of the bill are that it provides for the collation and preparation of statistics on all affairs within the aforementioned jurisdiction; for examination and comparison, for the purpose of securing uniformity of laws between the several States; for the making of suggestions to other departments, after the full communication of facts and information, to secure such modifications and changes as may seem proper under the newly acquired experience thus obtained. The other sections pertain to the details of organization and the adjustment of jurisdiction between the departments. There seems to be a necessity for a measure like that under consideration. We have at present no opinion to express with regard to mining and manufacturing. The extent of governmental jurisdiction over those industries does not seem to us as clearly defined as that over inter-state and foreign commerce. Here government control necessarily steps in. Our constantly increasing growth, and already immense traffic demands more activity and closer supervision. That part of commerce embraced in the navigation of the lakes and rivers should certainly be taken out of the hands of the treasury department and be given a separate division.

BOILER INSPECTORS.

The Board of Supervising Inspectors has been in session the past week, with General Dumont in the chair. John Fehrenbatch was elected secretary for the ensuing year. At the first day's session the 1882 rule was amended so as to allow a steam pressure upon the assumed tensile strength of materials of boilers of 50,000 pounds, instead of 75,000, as formerly. At the second day's session a new steam recording gauge and some signal service apparatus were submitted to the board. Resolutions were offered to amend rules for steam whistles, and also providing safety-valves for steam guages, but no action taken. On the third day a report from the committee on boilers and machinery was adopted, providing that plates of iron or steel used in the construction of shells of boilers extending beyond the cylindrical shell to the front of the boilers over the furnace, shall extend at least twelve inches below the center shell, with a tensile strength equal to the adjoining sheets in the cylindrical portions of the shell. The rules in practice in investigations and appeals before the local and supervising inspectors were, on motion, referred to a special committee, possibly for amendment.

IRON MARKET REPORT.

CLEVELAND, January 23.

Sales for round lots for future delivery when wanted could be readily made at present prices, furnacemen however refuse to sell at bottom rates for future delivery.

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@25 00
No. 2 Lake Superior charcoal	23 00@25 00
Nos. 3 and 4 Lake Superior	23 00@26 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern Car Wheel	28 00@33 00

Reported by E. L. Harper & Co., Cincinnati.

The business of the past week has been quite large in volume, though prices continue about the same as quoted last week. Some of the furnaces will not duplicate orders entered a few weeks since, and in some instances an advance in price has been accepted by buyers. There is no marked change in the aspect of the market and the indications favor an increased business with prospects of very fine prices.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	19 00 " 20 00
" " " No. 2	18 00 " 19 00
American Scotch, No. 1	18 00 to 19 00

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "Vulcan" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

[*Concluded from 1st page.*]

Advices reached here on Saturday, from Jack Fish Bay, Lake Superior, stating that the steambarge Kincardine, which damaged by ice at the close of the season and sunk, has since broken in two, and will be a total loss. It will be remembered that the Kincardine had the ill-fated schooner Mary Hulburt in tow, which broke adrift and subsequently foundered with twenty lives, nineteen of whom were unknown victims. The steamer was built at Port Dalhousie in 1871, and was 184 tons burden, with a valuation of $10,000. Her hailing port was Goderich, Ont.

The sale of the steambarge Rhoda Stewart by Henry Howard, of Port Huron, to E. C. Recor, of China on the river St. Clair, is quite recently announced, and the price stated to be $18,000. She registers 523 tons, was built at Algonac, and has been ten years in service. The sale is also given of the steambarge J. S. Severns to Walter Ross, of Port Arthur, Lake Superior, for $12,000.

I have had occasion, of late to refer to quick trips made by the old style of vessels far back in bygone days. The schooner Oregon, Captain Harrison Howard, made the passage from Buffalo to Chicago, in 1836, calling at Milwaukee, St. Joe, and Michigan City, and returning in twenty-three days. In September, 1843, the schooner Sandusky, Captain John P. Davison, made the round passage between Buffalo and Detroit in four and one-half days. It is thus on the records and cannot be disputed.

The steamers plying between Buffalo and Detroit in 1831, and their appointments were as follows: Niagara, Captain C. Blake, James McKnight, agent; Wm. Penn, Capain J. F. Wight, Ebenezer Johnson, agent; Ohio, Captain Wm. Cahoon, Pratt, Taylor & Co., agents; Enterprise, Captain Geo. Miles, Townsend & Colt, and S. Thompson & Co., agents; Henry Clay, Captain Walter Norton, Smith & Macey, agents; Superior, Captain W. T. Pease, Barker and Holt and Henry Root, agents; Sheldon Thompson, Captain A. Walker, S. Thompson & Co., agents. The departure of the above boats from Buffalo was at 9 a. m., and from Detroit at 4 p. m.

The wrecking tug S. S. Coe has just had a hard experience in winter navigation on Lake Michigan, starting out from Charlevoix, on the East shore, and crossing over to Milwaukee. Soon after reaching that port she sank, having been badly damaged by ice.

The contractor for building the lighthouse on Colchester reef, Lake Erie, has given up the job. On the opening of navigation a vessel will be placed there, as heretofore, to supply the one lost in the fall.

H. P. Bridge, for many years in the forwarding business here at an early period, died on Sunday at the age of 75. He was a man highly respected wherever known, and there are but few of the same sort left

Henry Smith, a man well known to vessel masters, and for years past unloading cargoes of coal by horse power, died here on Sunday, aged 56 years.

A steel propeller, it is stated, will be built by the Union Steamboat Co., at Buffalo, for the Lake Superior route, after the style of the H. J. Jewett, and of like speed.

The past week has been the coldest of the winter term, thus far, making it difficult for the boys to get round to the sail lofts to discuss the prospects of the coming season.

J. W. H.

BUFFALO.

The Courier says the announcement of the sale of the Union Steamboat Company's propeller Jay Gould and schooners G. S. Hazard, and F. A. Georger gave the impression to some people that the company was about to curtail business. But manager Bullard has no such idea. He has learned from practical experience and close observation that the true policy for vessel owners is to supersede their small carriers with large ones as soon as possible. The company, therefore, disposed of the Gould, Hazard, and Georger, which had a combined capacity of only 2,680 tons and will this winter build a new steel propeller of about the Jewett's dimensions. This vessel measures 1,722 tons and carries 2,300 tons of freight. The new vessel being about a third lighter than the Jewett, in consequence of steel being used instead of iron, will probably carry from three to five hundred tons more that she can. In view of these facts and the greater speed of the new craft, it will be seen that the Union Steamboat Company is actually increasing its facilities for business instead of curtailing them. But there is a more important feature of the case than even this. The change will put the company in position to make money with the new tonnage, something it had great difficulty in doing with the vessels sold. To illustrate what a change from small to large vessels really means we will give a few figures carefully compiled by competent authority, as to the earnings and expenses of the two classes of vessels. We have no room to print the items upon which the estimates are based but will merely give the footings: The account of a schooner, capable of carrying 21,000 bushels of corn, would stand, after a round trip from Chicago and return, at a low freight, as follows:

Down freights, on 21,000 bu. corn, at 2c	$420.00
Up freights, on 600 tons of coal, at 60c	360.00
Total earnings	$780.00
Total expenses, on trip	696.70
Balance, profit	$83.30

In this estimate, neither the insurance, interest nor wear and tear is included. It is evident, therefore, that this vessel would lose money at these rates. A propeller, having capacity for 40,000 bushels of corn, would earn on a round trip between Chicago and Buffalo about as follows:

Down freight, 40,000 bu. corn, at 2c	$800.00
Up freight on 900 tons coal, at 60c	540.00
Total earnings round trip	$1,340.00
Total expense, same	1,167.00
Profit	$173.00

There is no insurance nor wear and tear included here, so that it is pretty clear a 40,000-bushel steamer could pay expenses at the above rates. A propeller of 90,000 bushels which is probably not far from the new vessel's capacity, would earn on the same trip, at the same rates, about as follows:

Down freight on 90,000 bu. corn @ 2c	$1,800.00
Up freight, on 2,200 tons coal @ 60c	1,320.00
Total earnings	$3,120.00
Total expenses	1,722,00
Balance, profit	$1,398.00

This estimate excludes the same items as the others, but it is evident that a margin of profit is left for the steamer. The earning capacity of a vessel increases much faster with her size than the expenses; hence the reason that a large carrier can make money at the very low rates given when one of ordinary dimensions could not live. The new steel vessel is to be put on the Lake Superior route which is most decidedly a move in the right direction. The great northwest is developing at a rate not dreamed of by most people. It will require coal and all kinds of merchandise almost without limit in the near future, while its immense harvests of grain, together with the business the Northern Pacific railroad will control, will make a magnificent trade. If the lake route is properly equipped, and the business looked after, this growing business can be brought this way.

PORT HURON.

The ice bridge at the foot of Lake Huron gave way at 9 o'clock on the 18th and filled St. Clair river up with solid ice from six to thirty feet deep. All trains going east and west were delayed. The car ferries have been unable to cross. Passengers crossed on the ice on foot, and took their trains laid up on this side. All baggage and freight is delayed. At 8 o'clock the ice breaker Merrick succeeded in getting within ten feet of her laying-up place on the the Canada side. A prominent railroad man said that this delay of the Grand Trunk will cause the construction of a double track tunnel across the St. Clair inside of five years.

OSWEGO.

The river and harbor was nearly clear of ice last Saturday, a remarkable thing at this season of the year.

KINGSTON.

Mr. C. E. Michaud, Civil Engineer, of Yamaska, through his attorneys, Messrs. Doutre & Co., has taken an action for $25,000 damages against the Richelieu & Ontario Navigation Company, on account of the death of his son, who, it will be remembered, was drowned last summer at Yamaska, together with the two sons of Chief of Police Paradis, Montreal. The action is based upon the alleged gross negligence or ignorance of the company's officers.

The keeper of Simcoe Light, Nine Mile Point, says that the night on which the Eureka was lost, was the very worst he witnessed in thirty years.

CHEBOYGAN.

The Algomah, after fighting heavy, rough ice in the Straits for twenty-two days, reached Mackinaw City on the 19th and it is thought she will have no trouble in keeping the channel open hereafter to St. Ignace.

FORT GRATIOT.

The ice running in the river last week made some lively work for the little ferry, Geo. Stauber, plying between this place and the Point.

D. C. Curtis laid up his scow, the S. E. Curtis, for the season last week.

MILWAUKEE.

The well known firm of Kirtland & Tuttle, vessel and insurance agents, has been disolved by mutual consent, Chas. E. Kirtland retiring, and the business will hereafter be carried on under the firm name of John W. Tuttle, Captain Kirtland will hereafter attend to his wrecking business.

Captain Stewart recently sold one-half of the schooner W. H. Chapman to Anton Stollenwerk for $800.

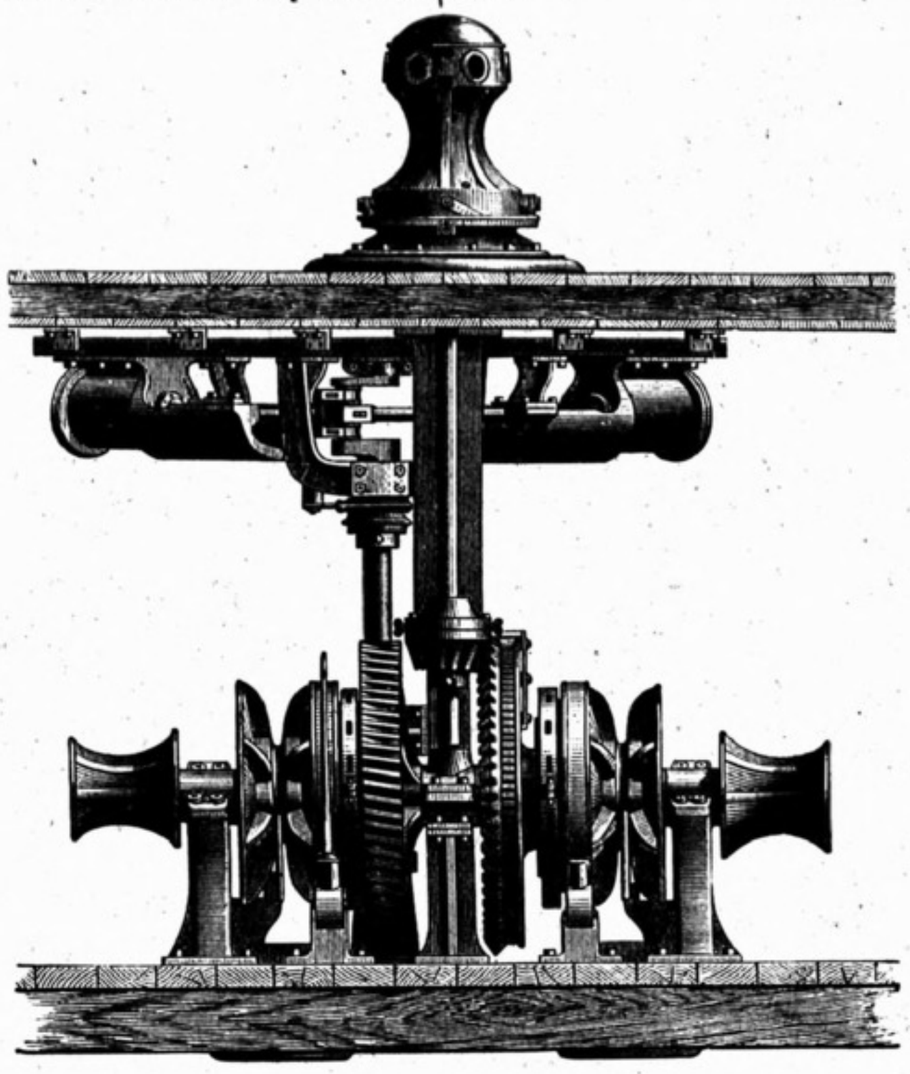
THE PROVIDENCE PATENT STEAM WINDLASS.

The American Ship Windlass Company, of Providence, R. I., has gained great and well merited praise from vessel men who have used the various styles of windlasses and capstans manufactured by it, and which comprise the following: The Providence patent steam capstan windlass, Providence patent steam capstan windlass, new style, the Providence patent capstan windlass, the Providence patent power capstan, the Providence patent pump brake windlass, and the Providence patent crank capstan. Their steam capstan windlass has been pro nounced the best of its class of labor-saving machinery in the world, and has been adopted by the following ocean steamship companies and vessel owners: Malory Line, Brazil Line, Pacific Mail Line, Providence Line, Ward's Line, Russian Navy, Ocean Navigation Company, Oregon Steamship Company, Pacific Coast Line, Oceanic Steamship Co., Central Pacific Railroad Company, Morgan Line, Commercial Line, Old Colony Steamboat Company, Clyde Line, Alexandria Line, Boston and Baltimore Line, Old Dominion Line, New Brazil Line, N. Y. & Charleston S. S. Co., Norwich & New York Line, Winsor Line, International Steamship Co., Sanford Steamship Co., Boston & Gloucester Steamboat Co., L. G. Burnham, Boston; U. S. Coast Survey steamer, U. S. Lighthouse steamer, U. S. iron clads; W. F. Belden, G. A. Osgood, C. J. Osborn, J. Gordon Bennett, Jay Gould. N. Y., and M. Leon Say, Paris, the Southern Improvement Co., and the Metropolitan Steamship Co.

The Providence steam windlass has also been in use on the following vessels on the lakes for some time, and the testimony of some of the owners prove rheir efficiency and economy beyond a doubt: The Iron Duke, built by the Detroit Drydock Co.; the Tacoma, built by Thos. Quayle's Sons, Cleveland, O.; Wallula, by the same firm; the Onoko, built by the Globe Iron Works, Cleveland, O.; the H. J. Jewett, built by the Union Drydock, Co., Buffalo, N. Y., and the George T. Hope, built by Jas. Davidson, West Bay City, Mich.

The American Ship Building Co. is also using one of these steam windlasses for hoisting in connection with their 100-ton sheers.

We take pleasure in giving the following opinions and statements of practical men who have used the American Ship Windlass



THE PROVIDENCE PATENT STEAM CAPSTAN.

Company's steam windlasses and capstans, manufactured by them at Providence, R. I.

Captain Peter E. Lefevre, the marine superintendent of the Ocean Steamship Co., Savannah Line, one of the best and most reliable authorities in this country in all matters pertaining to all classes of vessels and their equipments as well as construction, said, "I consider the Providence steam windlass the best in the world that I know of. We have them in all our present fleet of steamers, and will put one in the City of Augusta. They do their work with great celerity, efficiency and reliability, and are always in working order. As for the steam capstans made by this company, they are invaluable for warping into dock and for general use. The steam capstan takes up but little room, and can be worked effectually where men could not exert their force with bars or cranks on decks covered with ice and snow."

Captain Nickerson, of the steamer City of Columbus, said: "We use our steam windlass quite often, as we are frequently compelled to anchor off Tybee bar to wait for the tide before going into the Savannah river. I usually give her forty-five fathoms of chain, lying comfortably and easy at a long scope. When we are ready to get under way it is no trouble to get our anchor with our steam windlass. Nothing of its kind is made that I know of that approaches it in reliability. It is simple to handle, never gets out of order, and the only bother I ever had with it is, sometimes my mates wanted to run it too fast. I have waited until steamers which were near me had hove short with their old-fashioned windlasses, before I started to get my anchor and forty-five fathoms of chain, and before they had their anchor at the cathead I had all my chain in and the anchor in its place. One officer and a boy got our anchor and chain. Nothing can excel it; more than this, they are as noiseless as such a machine can be, and in great contrast with the clattering British windlasses."

Captain S. P. Griffin, commanding the Colon, of the Pacific Steamship Co., says: "The steam windlass on the City of Pekin, which I commanded when she was new, was made by the American Ship Windlass Company, of Providence, and it always worked to our satisfaction, never requiring repairs. We want just that style of windlass on this vessel."

John L. Howard, superintendent of the Philadelphia and Reading Railroad steam colliers, at Port Richmond Philadelphia, says: "In 1874 our company built eight new iron steam colliers, six of 1,283 tons, one of 1,035 tons, and one of 553 tons register. We selected the American Ship Company's windlasses and since then they have been in constant use in weighing anchors and warping the ships. They have given us excellent results, and I do not remember an instance of complaint from our captains about them."

Mr. Herman Winter, inspector of British Lloyds and the marine superintendent of the Morgan line of steamers, who designed and superintended the construction of the Chalmette, one of our largest freighting steamers in the New Orleans trade, in speaking of the American Ship Windlass Company's steam windlass on that ship, said: "It works like a charm, has no equal or superior among labor-saving appliances. All they do is to open a little valve, give it the steam and it is at work doing its duty with reliable promptitude."

Lieutenant Z. L. Tanner, U. S. N., now in command of the U. S. Fish Commissioner's steamer "Fish Hawk," who commanded the Pacific Mail Steamship Company's steamer, City of Peding, for two years, says: "The steam windlass in use on the P. M. steamship City of Peking gave entire satisfaction. It required no repairs during the two years I was in command of that vessel, and was looked upon as thoroughly reliable. It would heave in from ten to eleven fathoms of chain per minute at the speed we usually run it. At this speed it ran smoothly, requiring no attention except an occasional oiling."

S. Howe, captain of steamer D. S. Miller, says: "We like the steam windlass and capstan on board the steamer D. H. Miller, furnished by the American Ship Windlass, Company, of Providence, very much. They work well, by far the best I have ever seen, and can fully recommend them to parties wanting a first-rate windlass and capstan."

Capt. Peninngton, marine superintendent of the Clyde line of steamers at New York, a shipmaster of large and varied practical experience says of the steam windlass made by the American Ship Windlass Company, which is on the Santo Domingo. "It gives the most unqualified satisfaction in every respect, and is without a pier among that class of machinery; it is never out of order, can always be depended on for quick and certain action. This company unquestionably produce the very best windlass made. This I know from practical experience."

Mr. F. Alexandre, the senior and founder of the house of F. Alexandre & Sons, whose fine steamers are engaged in the New York, Havana and Mexican trade, put one of the latest improved steam windlasses, illustrated in the small cut, on the flagship City of Alexandria, and says in regard to it: "The windlass gives the best of satisfaction. The fact that all large steamers in the United States use the American Ship Windlass Company's steam windlasses in preference to any other kind made, prove the superiority of this windlass. Our steamers are obliged, from the nature of their route, to anchor often and frequently in dangerous places, and we are compelled to have for our own protection, the very best and most perfect ground tackle and machinery for getting our anchors, or riding to our anchors. We believe in the Providence steam windlass."

Mr. A. Vanderbilt, of the Ward Line of Cuba steamers, a gentleman of ability and skill in his profession, and one of great practical experience in machinery, states that both the windlasses and capstans have given entire satisfaction in the fleet which he represents.

Captain E. Spicer, Jr., of the Mallory and Brazil line of steamers, says: "We use the steam Windlass made by the American Ship Windlass Company, of Providence, R. I., on all our steamers, and they have always given us perfect satisfaction, and we can fully endorse them as being thoroughly reliable. They are the best that are made anywhere."

The officers of the Sound steamer Massachusetts say that her windlass is just splendid, is always in order, and does its work without any failing.

Captain E. V. Gager, who commands the steamer Louisiana, of the Cromwell line, which is supplied with a steam windlass made by the American Ship Windlass Company, of Providence, R. I., when asked his opinion of the windlass, said: "It is the best appliance in the world for handling anchors and chains. Of this there can be no question. It is simply perfection itself, and no steam vessel is thoroughly equipped without one of them. Ours work to a charm in every respect. It is, I repeat, perfect."

We think we have, for the present at least, prodnced abundant and convincing proof from practical users of the steam windlasses and capstans made by the American Ship Windlass Company, that this establishment produces the most perfect machine for handling anchors and chains that is made in the world. They are not only speedy, but reliable, easily handled, almost noiseless, and take up but little room, comparatively speaking; when once put in are a fixture, and can always be depended upon. This company have, for years past, been adopting improvements, but it seems almost, now, impossible to make a windlass more perfect.

In addition to the above extracts we have the following letter from Captain Thomas Wilson:

CLEVELAND, O., Dec. 21, 1881.

American Ship Windlass Company. Providence, R. I.:

GENTLEMEN:—The steam windlass which yout put into the steamship Tacoma gives entire satisfaction: and I cheerfully recomend its use on all large steamers.

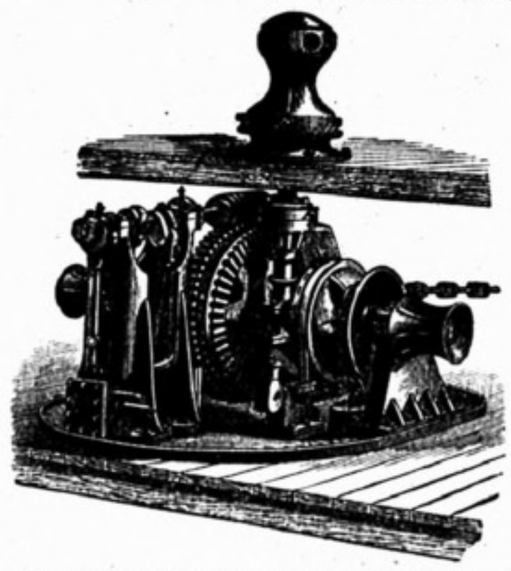
Yours truly,
THOS. WILSON.

Passed Assistant Engineer G. W. Baird, U. S. N., writes as follows:

U. S. COM. OF FISH AND FISHERIES,
STEAMER ALBATROSS,
WOOD'S HOLL, Mass., Oct. 8, 1883.

American Ship Windlass Company, Providence, R. I.:

GENTLEMEN:—In my quarterly report on the Albatross I have entered the following concerning our windlass: "The steam windlass never having given any trouble, nor requiring any repairs, merits a special mention." Yours, etc., G. W. BAIRD.



STEAM CAPSTAN WINDLASS—NEW STYLE.

Our small cut shows the company's new style of steam capstan windlass. The advantages of this style of Windlass over their old steam windlass are: First—It can be set up in one-quarter of the time and at one-quarter the expense required when the engines are hung up to deck above.

Second—The engine being connected to the plate and all the parts of the windlass being tied together by the same plate the whole must remain always in line; if the deck above twists or strains or is entirely crushed in or swept away, the windlass can be worked by steam as efficiently as before.

Third—The engines are more accessible, being at the right height and in the most convenient position possible; the engines, locking gear of windlass and friction levers being all within reach.

Fouth—The windlass can be set up in the shop, and every part (including engines friction stands, deck pipes and bitts) bolted to its place and marked, so that when set up on ship board, each part must come to its place without trouble or delay.

The above advantages combined with and in addition to all those good points possessed by the old style, would seem to recommend this windlass to the confidence of all in want of a first-class machine

DEPARTMENT OF COMMENCE.

The following bill for an act to establish a Department of Commerce has been endorsed by the National Board of Trade:

Be it enacted, etc., That there shall be, and hereby is, established an Executive Department to be called the Department of Commerce. Said department shall be charged with the supervision and care of the commercial, manufacturing, and mining interests of the United States, in so far as the same may be confided to the National Government by the Constitution.

2. Said department shall be charged with the execution of all the laws of the United States relating to trade and commerce, both foreign and domestic; to rivers and harbors; to lighthouses, port charges, quarantine, emigration, pilotage, tonnage, and the measurement, registry, enrollment and licensing of vessels, and generally of all matters included in the navigation laws; and shall have the supervision and control of all the officers and agents appointed to carry all such laws into effect.

3. Said deparment shall collect, collate, and tabulate statistics relating to the commerce, manufactures, and mining of the United States, and publish and circulate the same in such way as may be provided by law.

4. Said department shall, from time to time, communicate to the executive departments the information received by it, from its correspondence and inquiries on matters under the care of said department, accompanying the same with such suggestions as may be useful for correcting defects in treaties, laws or regulations, or for the amendment of the same, for the protection of the persons and interests of the people of the United States.

5. Said department shall carefully examine and compare all State laws and regulations on the subject of manufactures, mining, trade, and commerce, and also all local usages, customs, and charges which affect commerce among the several States; and where the same shall be found solely under the control of the several States, endeavor, by correspondence with the State governments, to secure uniformity in the State laws on those subjects.

6. In so far as this act shall operate to transfer powers and duties from other executive departments to the department hereby established, the secretary of said department shall, after conference with the secretary of the department from which transfers are to be made, report to the President what transfers should be made, and, on the approval thereof by the President, such transfers shall be carried into effect, and the clerks and other officers connected therewith shall be placed under the supervision and control of the Department of Commerce.

7. The officers of said department shall be a secretary and assistant secretary, to be appointed by the President, by and with the advice and consent of the Senate. They shall hold these offices for the same time and under the same tenure, and receive the same compensation as may be payable to the secretaries and assistant secretaries of the Treasury Department. In the absence or inability of the secretary to act the assistant secretary shall act pro tempore.

8. There shall be a chief clerk and such additional clerks and other officers as may be be provided by law, who shall be appointed by the secretary, receive such compensation as may be fixed by law, and hold their offices at the pleasure of the Secretary.

9. The Secretary of said department shall annually, in the month of October, make a report to the President, to be by him laid before Congress at its next session, which shall contain an account of the operations of the department for the year ending the 30th of June preceding said report. And in said reports the secretary shall make such suggestions for the amendment and improvement of the laws and regulations that pertain to the matters confided to the care of the department, as from the information received by it or from the experience of the practical workings of such laws, he shall deem of importance to the public interest.

10. That so much of any law as is hereby altered or supplied be, and the same hereby is, repealed.

THE CANALS.

Representative Wemple, of this State, has originated a bill to authorize the permanent improvement of the Erie canal by the United States. The bill authorizes and directs the secretary of the treasury to pay into the treasury of the State of New York the sum of $1,000,000 annually for the purpose of making improvements to the Erie canal in the way of constructing and repairing walls, leaks, etc., of a fixed and permanent character. Section two provides: That said sum of $1,000,000 shall be paid annually, commenceing September 1, 1884, and September 1st for each and every year thereafter for ten years, or while said canal shall be maintained by said State of New York free to the commerce of the United States, and said sum herein named shall be paid out when received by the treasurer of the State, on the requisition of the superintendent of public works of said State, to be by him expended on the works and improvements to said canal of a permanent character only.

Whether this measure shall receive favorable consideration or not, it is certainly a step in the right direction. There is nothing more evident to the careful observer than that the canals of this State must be greatly improved by an increased capacity or they will be abandoned in a few years, as the canals of other States have been abandoned. The people of the State of New York must now tax themselves over a million of dollars annually, to maintain the canals, to provide for the sinking fund, and pay interest on the canal debt, without making any permanent improvements or in any way increasing their capacity for business. It is safe to conclude that with the present temper of the people that is about the extent to which they will allow themselves to be taxed. The canals are therefore much more likely to fall into decay than otherwise. As a connecting link between the commerce of the great Northwest and the Hudson river the New York canals are of great value to the whole country. Why, then, should not the national Government do its share towards improving them? Why should the people of the State of New York tax themselves to the extent of millions of dollars annually that the people of the Northwest may have a cheap road to their market unless the people more particularly benefited will show a disposition to charge themselves with some portion of the burthen? Mr. Wemple's bill will be found to have merit in it.—*Oswego Times.*

MR. ROACH ON FREE SHIPS.

Mr. Roach says that shipbuilding material does not cost any more in this country than in England, but that labor does. He says also that nearly one-half of the carrying trade of the world is done in sailing ships, and that we can build wooden sailing ships cheaper than any other nation. He declares that we can build iron ships within five per cent. as cheaply as it can be done on the Clyde. He declares that our material is cheaper than elsewhere. He states that both France and Germany have tried a free ship law and found it a failure. All these statements Mr. Roach puts forth as the best arguments against the policy of free ships. He is not unlike the old cheap Johns at the county fairs, who offered a trumpery article for a shilling and then attracted buyers by adding article after article to the list until quite a respectable pile of odds and ends were to be given to the purchaser, all for a shilling, but the whole lot being dear at half the price. Mr. Roach's statements contradict each other. He does not want free ships, or free shibuilding material, because our materials are cheaper than can be purchased elsewhere. What harm is done if, under such circumstances, shipbuilding materials are put on the free list? If Mr. Roach is right in his statements materials will not be imported, but yet concession is made to a growing public demand by making them free. He does not want free ships, because our higher labor makes our own vessels cost much more, and yet almost in the same breath he declares that difference to be only five per cent. He intimates that as half the carrying trade of the world is done with sailing ships and that as we can build sailing ships cheaper than other people, we can control a large proportion of the carrying trade without resorting to foreign vessels. And yet we control but a very small proportion of this trade and our hold is growing weaker. It is surprising that Mr. Roach should advance this proposition after he has for years urged upon Congress the necessity of home built iron steamships and a subsidy as the only means by which this country can secure its former place in ocean navigation. If Mr. Roach is right about the sailing ships then the subsidy is not wanted. If he is right about the subsidy then his argument about the sailing ship falls to pieces. There is a way out of the dilemma, but it is over the fact that neither statement of Mr. Roach is worth attentention. There is no evidence to support them. The other statement that France and Germany have found the free ship law a failure has Mr. Roach alone for its authority. The law has not been a failure in either country. If Mr. Roach cannot make a better argument against free ships than those figments of his imagination stated above, he had better retire entirely from the lists. He is probably the strongest opponent of free ship policy in the country, and the very fact that his arguments against it cannot be substantiated, and that he has to depend upon vague statements which he tries to make acceptable and trustworthy under the guise of statistics, show more than anything else the weakness of the protection theory for shipping. Mr. Roach would be better employed were he to use that influence, which he unquestionably possesses, to secure the removal of those many burdens which he truly says make the cost of running American ships so great as almost to prevent competition with foreigners.—*Maritime Register.*

SUPERVISING INSPECTORS.

The Board of Supervising Inspectors of Steam Vessels met last week in Washington, General Dumont presiding. M. P. Edson and W. P. Fiero, of New York, submitted an improved steam recording gauge for the approval of the board. M. White, of North Adams, Mass., presented for approval a new nautical signal apparatus, and A. Orme and J. M. Gibson, of Chicago, submitted a request that the Orme safety valve, approved heretofore by the board, be placed on an equal footing with safety valves of the same capacity. Resolutions were offered to amend the rules of steam whistles and safety valves and all boilers and sets of boilers, to have attached to them at least one steam gauge, which shall correctly indicate a pressure equal to the hydrostatic pressure applied by the local inspectors.

SAILING TONNAGE.

It appears from carefully compiled statistics that the sailing tonnage of the United States on the 30th of June last amounted to 2,822,293 tons, against 2,810,108 tons on the 30th of June, 1882, and the steam tonnage of the country amounted to 1,413,194 tons, as against 1,255,825 tons on June 30, 1882. The tonnage of American vessels engaged in the foreign trade of the United States increased from 1,259,492 tons on June 30, 1882, to 1,262,681 tons on June 30, 1883. The tonnage built in the United States amounted to 265,430 tons during the year ending June 30, 1883, as against 282,269 tons built during the year ending June 30, 1881. In our commerce with foreign countries there is still a large preponderance of foreign vessels employed. The tonnage of American vessels entered at sea ports of the United States from foreign countries amounted to 2,834,681 tons during the last fiscal year, as against 2,968,290 tons during the previous fiscal year; and the tonnage of foreign vessels entered at sea ports of the United States amounted to 10,526,176 tons, as against 11,688,209 tons during the preceeding fiscal year. In 1856 the tonnage of American vessels entered at our sea ports from foreign countries amounted to 3,194,275 tons and constituted 71 1-2 per cent. of the total tonnage entered; and in 1868, three years after the termination of the war, the tonnage of American vessels entered amounted to 2,465,605 tons and constituted 44 26 per cent. the total tonnage entered, but of the total tonnage entered at sea ports of the United States from foreign countries during the fiscal year 70 per cent. consisted of foreign tonnage, and only 21 per cent. of American tonnage. The amount of American tonnage entered has exhibited but little change since 1868, but the tonnage of foreign vessels entered has increased from 3,105,026 tons in 1868, to 10,526,176 in 1883. In other words, foreign ship owners have been able to secure the entire increase in our carrying trade, which increase has been very large.

LOSS OF SS. CITY OF COLUMBUS.

A dispatch, January 18th announces the loss of the steamer City of Columbus the following is Captain Wright's statement: "The City of Columbus left Boston at 3 Thursday afternoon, carrying eighty passengers and a crew of forty-five. At 3:45 a. m. Friday, at Gayhead light, bearing south half east, the vessel struck on the outside of the Devil's Bridge buoy. The wind was blowing a gale west by north. The vessel immediately filled and keeled over, the water breaking in and flooding the port side of the saloon. All the passengers excepting a few woman and children came on deck, nearly all wearing life preservers. All the boats were cleared away, but were immediately swamped. The majority of the passengers were washed overboard. Several passengers left the vessel on a life raft, and about forty more took to the rigging. At 1:30 a. m. the Gayhead lifeboat put off and took seven persons, and another lifeboat put off between 12 and 1. The revenue cutter Dexter came along about 12:30, and sent off two boats. Twenty-one persons, one of whom was dead, were placed aboard the Dexter, and after all the persons were taken from the vessel the Dexter proceeded to New Bedford. Three persons died after going aboard the Dexter.

Latest advices state that out of one hundred and twenty-five people on board at the time the steamer struck, but twenty-nine were saved, the others being drowned or frozen to death. Not one of the women lived to see the land again.

The ledges on which the City of Columbus struck are considered by mariners to be one of the most dangerous points on the coast. The ledges consist of a formation of submerged rocks, constituting a double ledge, the outer strata of which is called the "Devil's Back," both ledges being called the "Devil's Bridge." The ledges are abreast of Gayhead light, on the mainland, and extended a little to the southward of it. The outer ledge of the Devil's Back is about one-eighth of a mile from the mainland. On either side of the outer ledge is very deep water. The upper part of the ledge is formed like the gable end of a house, so that a vessel striking it diagonally would naturally heel over onto her beam ends. The course of vessels is around Gayhead to pass by the outer ledge on the south.

The City of Columbus was one of the finest vessels on the coast. She was built in 1878 by John Roach & Son at Chester, Pa., for the Ocean Steamship Company, of New York, to run between that port and Havana. She was launched by the Boston and Savannah Steamship Company in September, 1880, and since has been plying between that city and Savannah, making fortnightly trips in alternation with her sister ship, the Gate City. The Columbus was built of iron, and was thoroughly equipped. She was rated A1, and was 1,997 tons burden. She was 270 feet long and 39 feet beam, and had passenger accommodations for eighty-four first-class and forty-five second-class passengers. The steamhip was insured at a lower rate than any vessel on the coast. She was valued at $300,000, and was insured for $250,000—$170,000 in English and $80,000 in American companies.

Captain S. E. Wright is a seaman of large experience and excellant reputation. He had been in command of the steamers of the Boston and Savannah lines since of 1879, and commanded the City of Columbus since it was purchased by the line. He never had an accident until last September when his vessel sunk on the bank off Nantucket. The Boston and Savannah Line has an excellent record. It has carried between 150,000 and 200,000 passengers, and no life was ever before lost. T. W. Nickerson & Co. are the Boston agents.

DISEASE CURED

Without Medicine.

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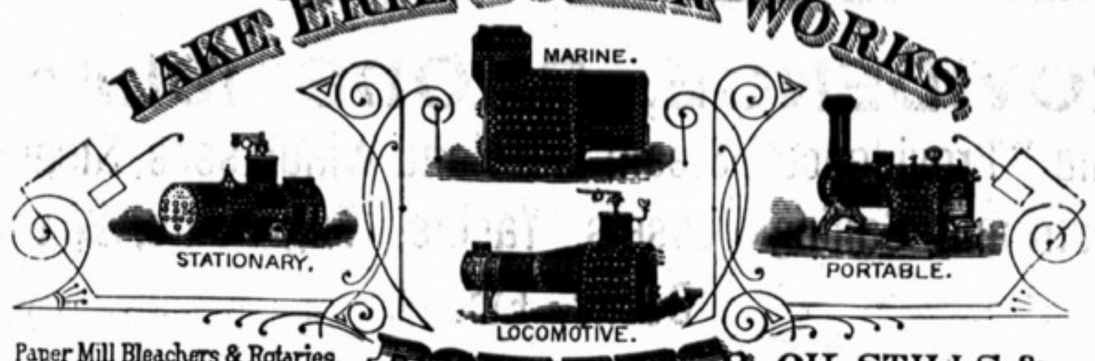

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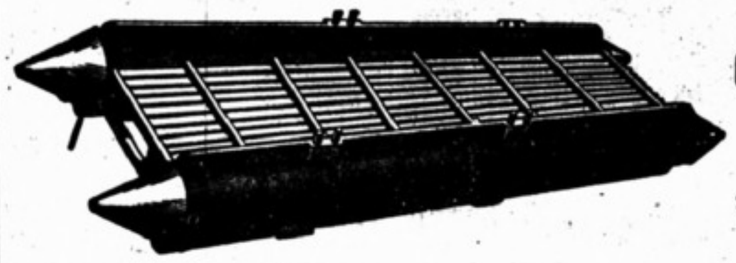

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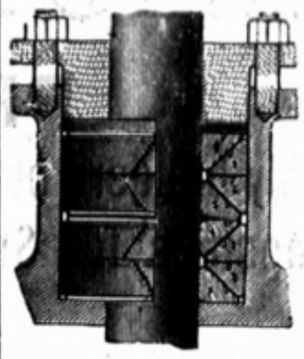

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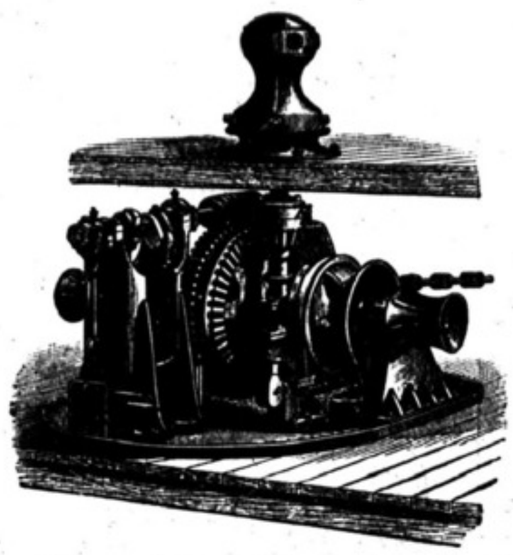

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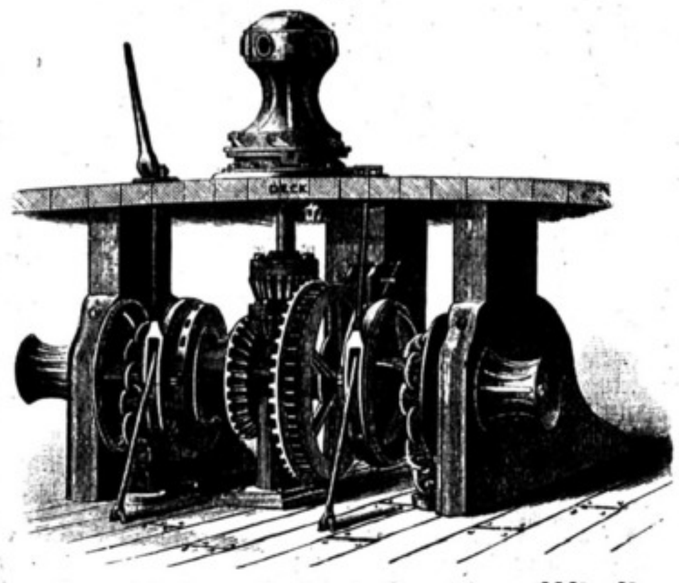

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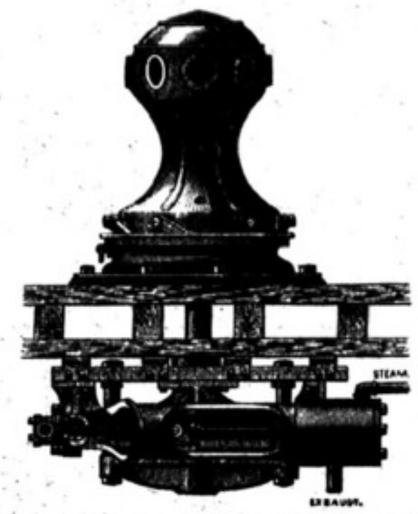

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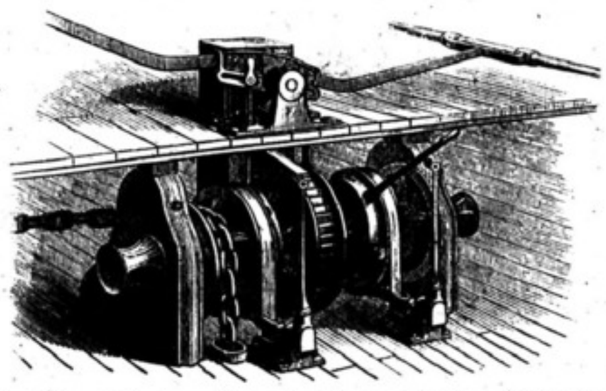

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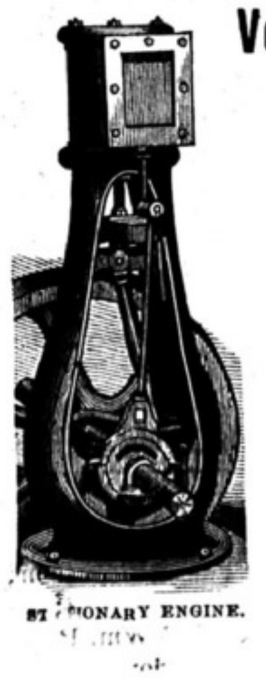

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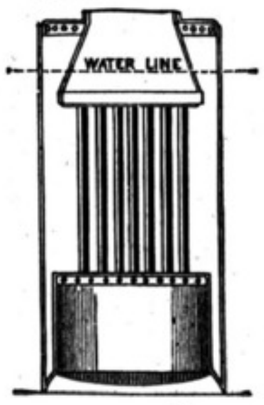

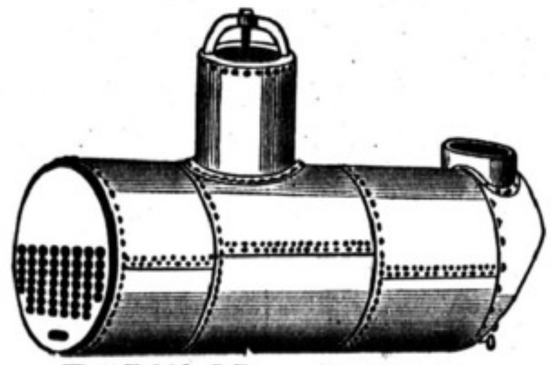

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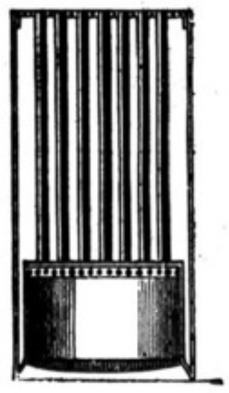

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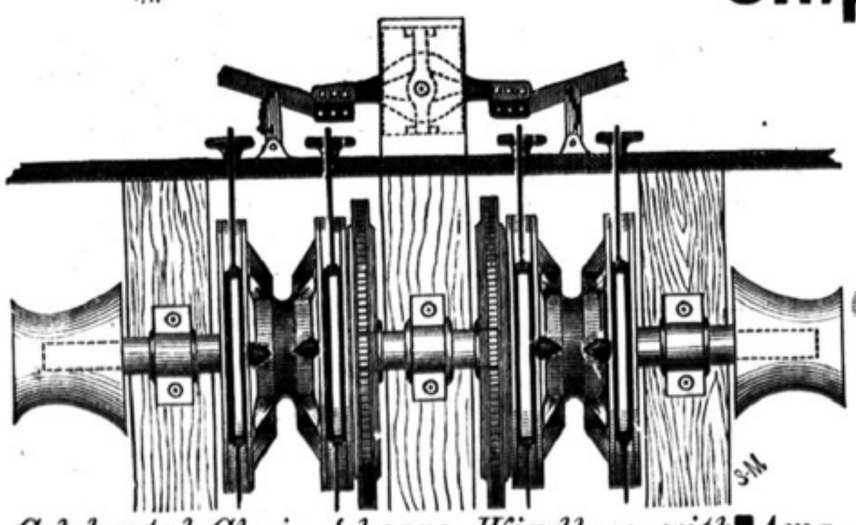

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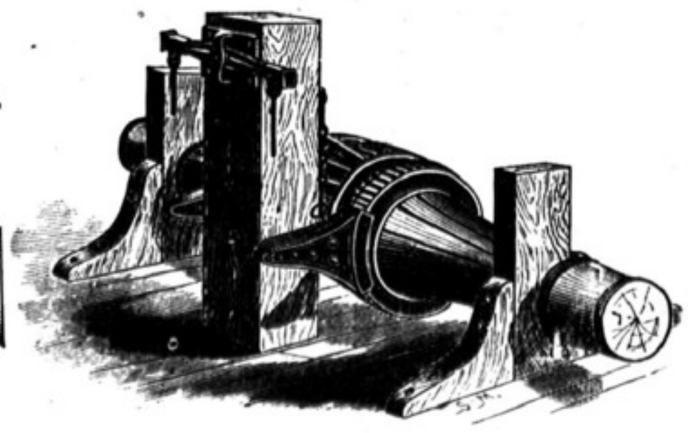
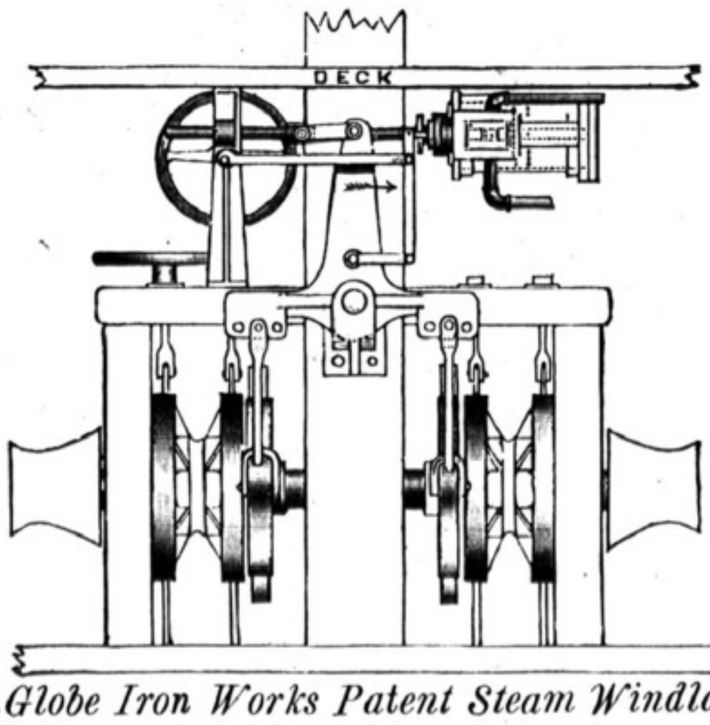


The Common Patent Windlass.



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